

Canadian Pacific operates a container terminal at Wolfe's Cove; and at Port Alfred, Que. and Kitimat, BC the Aluminum Company of Canada Limited operates multi-purpose terminals to service their smelter operations. There are also many industry owned and operated marine facilities on the Great Lakes and other interior waterways required for Canadian and international movements of ores, coal, petroleum products, limestone and other bulk materials.

Shipping. The continuing trend to the use of larger ships has resulted in increased investment in ports to provide for facilities farther from shore, channel dredging, larger turning basins and more complex systems of aids to navigation and traffic control. Also, environmental considerations often require expensive terminal construction.

Increasing use of containers brings significant changes in cargo routing and handling. Saint John, Halifax, Quebec, Montreal, Toronto, Vancouver and New Westminster have major container terminals. Both CP Rail and Canadian National operate fast container trains between these ports and inland centres in Canada and the United States.

Container ships travel at high speeds and port turnaround time is critical to the economics of operating them. Port facilities have to be more efficient and specialized; they include special ramps for roll-on roll-off vessels; large container cranes which can handle 20 or more 15-ton (14 t) containers in an hour; special container packing facilities; large open storage areas for containers, automobiles, lumber and bulk products like coal; and rail and truck loading and unloading facilities. Increasing container storage space rather than handling or ship movement has become the critical factor.

15.4.3 The St. Lawrence Seaway

The St. Lawrence Seaway Authority, constituted as a corporation by Act of Parliament in 1951, undertook the construction (and subsequent maintenance and operation) of Canadian facilities between Montreal and Lake Erie to allow navigation by vessels of 27-ft (8.23 m) draft. At the same time, construction of similar facilities in the International Rapids Section of the St. Lawrence River was undertaken by the Saint Lawrence Seaway Development Corporation of the United States. The seaway was opened to commercial traffic on April 1, 1959 and officially inaugurated on June 26, 1959. With its opening, certain ancillary canals were transferred to the Seaway Authority's jurisdiction for operation and maintenance purposes. These include Lachine (closed in 1971), a section of the Cornwall Canal (closed in 1968), a portion of the third Welland Canal and the Canadian lock at Sault Ste Marie. Major construction undertaken in 1967 on the channel to bypass the city of Welland was completed for the 1973 season.

Seaway traffic. Tables 15.25 and 15.26 give combined traffic statistics for the St. Lawrence and Welland canals in 1974 and 1975. Duplicate transits are eliminated so that the figures show actual shipments through the St. Lawrence Seaway.

In 1975, 3,559 ships carrying about 24.3 million tons (22 million t) of cargo moved upbound through the seaway and 3,540 vessels carrying 42.6 million tons (38.6 million t) moved downbound. Ocean-going ships carried 18.9% of the total cargoes and lakers 81.1%. Of the total tonnage carried upbound in 1975, 20.0 million tons (18.1 million t) were domestic cargo, 4.3 million tons (3.9 million t) were foreign traffic; downbound, 34.2 million tons (31.0 million t) were domestic freight and 8.4 million tons (7.6 million t) were carried to and from foreign ports.

On the Montreal-Lake Ontario section, upbound traffic amounted to 21.9 million tons (19.9 million t) in 1975 and downbound traffic to 26.1 million tons (23.7 million t), an increase of 8.8% over 1974. Almost 75.1% of the former was accounted for by iron ore shipped from St. Lawrence ports to Hamilton and Lake Erie and the downbound traffic consisted largely of overseas shipments of grain. There were 213 more upbound transits and 231 more downbound transits in 1975